

## Norfolk Labor Panacea Ends In Bankruptcy

**Machinists' International, as Experiment, Bought Iron Works, Put Union Capital Fighting Capital \$25,000 Loss Is Finale**

**Sponsors Assert Plan Would Have Succeeded Under Normal Trade Conditions**

Special Dispatch to The Tribune  
NORFOLK, Va., Jan. 29.—Bankruptcy proceedings against the Crescent Iron Works today brought to an end "the Norfolk idea," which gained national attention as a panacea for labor troubles by fighting capital with capital.

The idea came into being last August when the Machinists' International assumed liability for a mortgage of \$40,000 on the Crescent plant and operated it as a strictly union shop. Three Norfolk creditors today threw the plan into bankruptcy and all its property, machinery and fixtures were sold at auction. The machinists' international bid in the property for \$7,800 for payment of a deed of trust it held on the property for \$10,000.

The Norfolk idea has proved an interesting topic for speculation in all parts of the country, and the plans of the machinists, according to their secretary, E. C. Davison, were to try the experiment on the Pacific Coast. Since its failure in Norfolk it is not known if the original plans will be carried out.

An open shop was declared July 20 last by Norfolk ironmasters following a strike of all members of metal crafts. A strike was called at the same time in the Crescent Machine Works, and labor proceeded along strategic lines to work out its experiments.

The outstanding obligations of the Crescent were bought with capital furnished by the machinists, the money coming from the Mount Vernon Savings Bank of Washington, which is controlled by the machinists. Control of the company having thus been obtained, support was furnished through extension of the credit and active cooperation of affiliated branches of organized labor. In explaining the plan Mr. Davison said:

"Instead of a long struggle, in which our members each drew \$3 a week in strike benefits, we succeeded in keeping them employed at top wages. The industry in Norfolk was saved an expensive period of inactivity, and the city was saved the loss in trade which would have resulted.

"When the open shop was declared an investigation by union leaders disclosed that an outstanding mortgage of \$40,000 on the Crescent Works was a few days overdue. Acting for the union, I attempted to buy up the mortgage, but the bank holding it refused to sell."

The property was offered for sale to-day by the following trustees: William H. Johnston, president of the International Association of Machinists; E. C. Davison, secretary of the same association; and Harry J. Carr, cashier of the Mount Vernon Savings Bank.

The total losses involved are estimated at \$25,000. Mr. Davison said his association spent \$200,000 by the Norfolk idea project, while members of the union saved double that amount. He attributed the failure to present conditions, but said the plan can and will be worked successfully when the industrial situation gets back to normal.



## Riverside Drive Given Hope to Escape Stench

Dr. Theodore Horton, engineer of the State Department of Health, at a hearing yesterday at the Academy of Medicine, 17 West Forty-third Street, told of the progress that has been made by New Jersey manufacturing plants in their efforts to prevent pollution of the atmosphere of the Riverside Drive section by fumes from their smokestacks.

The hearing was called as a result of action brought against the Jersey plants by the West End Association. Dr. Horton said the devices installed to consume the acid fumes would be ready for a test in two months. He said the pollution of the atmosphere had been minimized during the last few months. Another hearing was set for March 19.

The defendants in the action are the Corn Products Company, the General Chemical Company and Spencer Kellogg & Sons. Tributes were paid the memory of Dr. William J. O'Sullivan, whose recent death is said to have been due to chlorine poisoning contracted while investigating the plants emitting acid fumes.

The liveliest contest waged in the New York Federation of Women's Clubs for several years is expected to reach a climax Friday, when a president of the federation will be elected. Yesterday Mrs. Richard M. Chapman, of Brooklyn, was running as a Brooklyn candidate against Miss Mary Wood, of Manhattan, felt compelled to protest against the tactics of her rival.

There is another Mrs. Chapman in the club. Mrs. William Rogers Chapman, but she is not running for the presidency. However, in a letter sent out yesterday, Mrs. Eugene J. Grant, who is running Mrs. Chapman's campaign, charged the opposition with trying to confuse the minds of the clubwomen as to the identity of the two Mrs. Chapmans. Mrs. Grant said: "Miss Wood's campaign committee, in sending out material in her behalf last week, included a slip bearing the statement: 'Mrs. William Rogers Chapman, president of the Rubinstein Club, charged the opposition with trying to confuse the minds of the clubwomen as to the identity of the two Mrs. Chapmans. Mrs. Grant said: 'Miss Wood's campaign committee, in sending out material in her behalf last week, included a slip bearing the statement: 'Mrs. William Rogers Chapman, president of the Rubinstein Club, charged the opposition with trying to confuse the minds of the clubwomen as to the identity of the two Mrs. Chapmans. Mrs. Grant said: 'Miss Wood's campaign committee, in sending out material in her behalf last week, included a slip bearing the statement: 'Mrs. William Rogers Chapman, president of the Rubinstein Club, charged the opposition with trying to confuse the minds of the clubwomen as to the identity of the two Mrs. Chapmans."

"We are forced to believe," Mrs. Grant continued, "that this was done at the last minute in order to confuse the minds of the women in the federation who do not have the opportunity to know all the candidates personally, and to make them believe that Mrs. Richard M. Chapman has withdrawn from the race. The attempted psychology back of it all is to make the average woman feel that Mrs. Chapman has chided her mind about running."

"Mrs. Richard Chapman is in this thing to stay."

There is intense feeling in Brooklyn on Mrs. Chapman's behalf, as the Brooklyn women charge they never have been given a proper share in the federation. Many Manhattan women are said to sympathize with this view.

## Appeals Filed In Long Island Fare Increase

**Two Suits by Public Service Board and State Attorney General Also Attack Legality of Staten Island Raise**

The 20 per cent increase in passenger and freight rates was put into operation on the Long Island and Staten Island rapid transit railroads at one minute after midnight yesterday, twelve hours after the Brooklyn Appellate Division of the Supreme Court had vacated the injunction which restrained the two railroads from putting into effect the increases granted by the Interstate Commerce Commission.

According to statements issued by officers of the two railroads, the new increases are expected to yield an additional revenue of \$300,000 to the Staten Island and \$2,300,000 to the Long Island.

Two Appeal Suits Filed

Immediately after the new rates were put into effect two suits in appeal were instituted in the Court of Appeals from the decision of the Appellate Division. One was brought by the Public Service Commission on the order of Commissioner Barrett, and the other by the Attorney General.

In addition to this Terence Farley, chief counsel for the Public Service Commission, after consultation with the Attorney General's office, announced that a motion for a stay had been made in the United States District Court, and this motion will be argued February 19.

Owing to the fact that the injunction against the increase was vacated, the users of the two railroads will not be able to obtain any rebate of the increase in the event the state authorities are finally successful in their contention that the two railroads, operating entirely within the limits of the state, do not come within the jurisdiction of the Interstate Commerce Commission.

The increase in fares caused but little confusion on either of the two railroads.

There were several cases of individual complaints, but these did not lead to any trouble. So far as the local lines of the Long Island between Brooklyn and Jamaica are concerned, it is generally believed that the increased rates will drive the majority of the passengers to the B. R. T. elevated service, and seriously affect the passenger traffic of the Long Island.

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The bitter-enders are hoping that they can hold the majority of the New York City men together and prevail upon enough legislators from other cities to stand with them in defeating the Governor's program. They hope to reach these upstate men through the State Conference of Mayors, which in 1919 supported the municipal ownership bill of Senator Samuel Fowler, a Republican from Catskills.

Long before the traction question has ceased to be the big, absorbing issue here there will be another legislative row of gigantic proportions precipitated by the introduction of the primary repeal bills. There will be two of these bills introduced. One will carry out the platform pledge of a return to the convention system for nominating the Governor and other state officials and for judicial nomination conventions. The other will call for a repeal of the entire primary law. But there is little chance of the passage of the latter—not that there are not enough legislators who believe it should be done, but for fear of public disapproval.

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A third fight, which is certain to attract state-wide interest, will occur when the Governor's program of reorganization is introduced. It will mean the loss of jobs to thousands whose chief service to the state consists of writing their names on the backs of their pay checks, comes before the Legislature for action.

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